RULES & REGULATIONS

OF THE

SOUTH AFRICAN

MODEL CAR ASSOCIATION

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SECTION 1

TRACK SPECIFICATIONS

1.1 Track Approval

1.1.1 Prior to building a new track, detailed plans of the track, power supply and lap recording system must be submitted to the Association for approval.
1.1.2 All tracks on which SAMCA events are to be held must comply with the following specifications and be approved by the Association.
1.1.3 Tracks already built, which do not comply with the specifications, may be approved with certain recorded deviations.

1.2 Design

1.2.1 Tracks shall be designed in such a way that;
1.2.1.1 The marshalling positions do not obstruct any driver's view.
1.2.1.2 Any position on the track is within reasonable reach of a marshal.
1.2.1.3 All lanes are of equal length and parallel.

1.3 Specifications

1.3.1 Number of lanes: Four, six, or eight.
1.3.2 Lane length: Minimum of 25m.
1.3.3 Slot Depth Minimum of 6.5mm.
1.3.4 Slot width: Minimum of 3mm, maximum of 4mm.
1.3.5 Conductor tapes: The conductor tapes shall be immediately adjacent to the slot and made from, either copper, brass or braided steel. The cross sectional area should be at least 1.25mm^2, with at least a 5 mm braid contact area.
1.3.6 Slot centres: Minimum of 100mm.
1.3.7 Radius of corners: Minimum of 150mm.
1.3.8 Outer and inner running surface: From the outer and inner slot centre, a minimum of 140mm along the whole length of the track.
1.3.9 Barriers: Barriers shall be provided around the whole length of the track to prevent damage to cars, which become deslotted. Transparent barriers shall be used where a normal barrier may prevent sight of a section of the track by a driver. Barriers shall be lined with foam or neoprene. The specification of the foam or neoprene shall be appropriate for the purpose and shall be decided by the club.
1.3.10 Barrier height: Minimum of 50mm, recommended 80mm.
1.3.11 The surface of the track shall be chemically resistant and glossy.
1.3.12 Lane colour markings with a minimum width of 4mm shall travel along one side of the whole length of each lane and shall lie at a maximum of 2mm from the conductor tape.
1.3.13 Lane colour marking sequence:
4 Lane tracks: (Yellow, Green, Blue, Red).
6 Lane tracks: (Yellow, Blue, Red, White, Green, Black).
8 Lane tracks: (Purple, Yellow, Blue, Red, White, Green, Black, Orange)

SECTION 1: Track Specifications

1.3.14 A starting light and buzzer shall be provided. The starting system shall be designed so as to allow the light to be switched on with a verbal warning and then extinguished with the sounding of the buzzer to start a race.

1.3.15 A Starting Line shall be provided on a straight not less than 1000mm before or 3000mm after any corner. A Counter Strip or receivers shall be provided within 25 mm in front of the Starting Line. A False Starting Line shall be provided at the end of the first corner or, where the first corner forms part of a continuous sequence of corners (such as a teardrop section), at the end of that sequence of corners. A Penalty Starting Line shall be provided 3000mm behind the Starting Line.

1.3.16 The track shall be divided and marked into 100 equal parts and numbered on both sides from 00 to 99 starting from the Starting Line in the direction of travel, with the numbers on both sides facing inwards and with a minimum height of 12mm. Above each number, between the numerals, there shall be a line of a minimum length of 12mm signifying the partition of that division.

1.4 Electrical

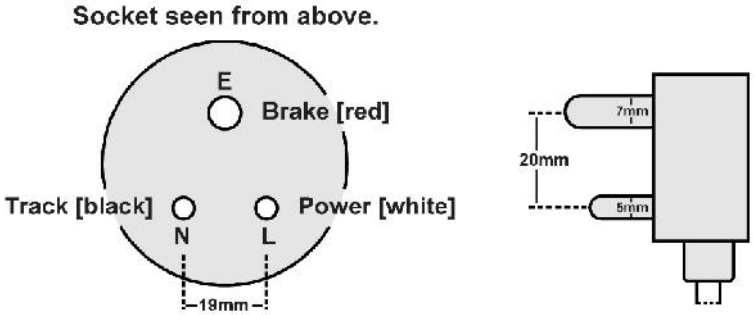
1.4.1 Voltage: Minimum of 12v DC, maximum of 12.5v DC

1.4.2 Shorting lights: maximum of 300 watts (+/- 10%), these shall be wired in series with the power supply to each lane and be visible to the drivers and Race Control.

1.4.3 Polarity of conductor tapes: Positive on the right and negative on the left of the slot in the direction of travel.

1.4.4 Braking design: Dynamic brakes (reverse power braking is not permitted).

1.4.5 Controller sockets: Each lane shall have duplicate 5A/6A Type D sockets wired as per the diagram below, connected to a three-position selector switch giving on/off/on facilities.



1.5 Lap Recording

1.5.1 Each lane shall be provided with a computerized counter system having a minimum of four digits.

1.5.2 The counter system must incorporate an automatic lane change-over.

1.5.3 The accumulated laps at each lane change-over must be able to be carried forward without loss or adjustment.

1.5.4 It must be possible to clearly identify the lane colour monitored by each counter.

1.5.5 It must not be possible for any counter to record more than one lap per lap completed by the car on that lane.

1.5.6 The counter system must have a back-up power supply to prevent accidental loss of display.

1.5.7 The lap recording of the counter system must remain on when the power to the track is switched off.

1.5.8 If the counters are fitted with add on and/or deduct facilities, these must be concealed and only be accessible to authorised Race Control Officials.

SECTION 2

CAR SPECIFICATIONS

Commercially Available: In terms of these rules a Commercially Available item shall be defined as any item, that is or has been offered for sale in ample quantities and for an adequate period of time, that is or was freely available to any customer, that has not been modified by the seller specifically for select customers, and at a price that is or was at the time of sale comparable to other similar products in the marketplace.

2.1 Sports (S24)

2.1.1 All cars must comply with the following specifications at the commencement of and during each event.

2.1.2 Cars

2.1.2.1 Cars shall have a maximum overall width of 83mm.
2.1.2.2 Cars shall have a maximum height of 40mm measured from the track surface.
2.1.2.3 No part of the car, except braids, tyres and skids shall touch the track when stationary.

2.1.3 Bodies

2.1.3.1 Bodies shall be Commercially Available 1/24th sports racing prototype semi-scale or silhouette bodies (These are generally listed by manufacturers such as GTP, GT1 or LMP bodies).
2.1.3.2 Bodies shall be painted or otherwise finished in a presentable manner, with transparent windscreen where applicable. The painted area must comprise at least 95% of the body shell making allowance for clear sections deemed appropriate for the enhancement of scale effect.
2.1.3.3 Bodies shall have cut out or clear wheel arches which at least correspond in position and size with the wheels on the chassis. Not applicable if a wheel decal or painted wheel facsimile is used.
2.1.3.4 Front wheel decals or a reasonable hand drawn/painted facsimile +/- 16 mm in diameter may be applied instead of chassis mounted front wheels. These must correspond to the position of the front wheels as provided on the body shell.
2.1.3.5 Bodies shall have, in the appropriate position, a presentably painted 2 or 3 dimensional driver consisting of the head, shoulders, hands and the upper half of a steering wheel.
2.1.3.6 Bodies shall clearly display two racing numbers, with a minimum height of 6mm, numbers will be issued based on the results of the Open Class from the previous season.

SECTION 2: Car Specifications

2.1.4 Chassis

2.1.4.1 Chassis must be Commercially Available. Carbon fiber chassis and pans are strictly prohibited.
2.1.4.2 Chassis must be available in kit form or assembled RTR form.
2.1.4.3 Chassis may be modified, provided that the original design is not altered. The addition of a motor bracket to accommodate a brushless motor is allowed.
2.1.4.4 Weight may be added to the top of the chassis but magnetic traction aids are not permitted.
2.1.4.5 Chassis shall not project from the body, or be visible when viewed from above. The complete chassis, motor, wheels/braid and flag must be covered by a body shell that complies with 2.1.3.2
2.1.4.6 Rear axle ball bearings are permitted.
2.1.4.7 Skids may be added to the front of the chassis but must conform to the shape and size of the chassis.

2.1.5 Guide

2.1.5.1 The guide shall be made from a plastic, nylon, or other non-metallic material.
2.1.5.2 The guide shall present a smooth surface to the slot and have no sharp edges, which could damage the track surface.
2.1.5.3 The guide pivot mounting shall be fixed and centred on the chassis when viewed from the front.
2.1.5.4 The guide shall have a maximum length of 28mm and may penetrate the slot by no more than 6.35mm.
2.1.5.5 The guide shall be fully enclosed by the body used.
2.1.5.6 Weighted guides are not permitted.

2.1.6 Tyres

2.1.6.1 Driving wheels shall be fitted with tyres made from black sponge rubber.
2.1.6.2 If non-driving wheels are fitted, the tyres shall be made from rubber or similar material and must be visible from the sides.

2.1.7 Airdams & Spoilers

2.1.7.1 No additional aerodynamic devices may be fitted.

2.1.8 Motors

2.1.8.1 Only Commercially Available Group 12 "C" Can and Euro Mini-Can (FK) based motors, as well as 1105 or 1106 12-magnet 6500Kv or lower Kv brushless motors from the following manufacturers, are permitted: KC Racing, Parma and DoSlot.
2.1.8.2 Brushless motors from the permitted manufacturers must be marked 6500Kv or lower.
2.1.8.3 When utilizing the Group 12 motors, only manufacturer tagged armatures (‘12’, ‘H12’, ‘X12’) are allowed. Such armatures may be hand wound and have drill blank shafts.
2.1.8.4 Brushes may be shunted.

2.1.8.5 Can and endbell ball bearings may be fitted.
2.1.8.6 Motors may be shortened.
2.1.8.7 With regards to brushless motors the following is allowed:
2.1.8.7.1 Removal of the circlip and replacement with a spacer, or leaving it off entirely
2.1.8.7.2 Balancing of bells
2.1.8.7.3 Shortening of the shaft
2.1.8.7.4 Replacing the shaft
2.1.8.7.5 Replacing ball-bearings
2.1.8.7.6 Shortening or replacing mounting screws

2.1.8.8 With regards to brushless motors the following is NOT allowed:
2.1.8.8.1 Replacing the stator with a higher KV stator
2.1.8.8.2 Rewinding the stator
2.1.8.8.3 Any modification, alteration, or component change not expressly permitted under these rules is prohibited.

2.1.9 ESCs

2.1.9.1 Only Mid America, X89, DoSlot, SBM ESCs are allowed.
2.1.9.2 The use of any additional energy storage or power-supplementing devices, including but not limited to capacitors, is strictly prohibited.

2.2 PRODUCTION (P24)

2.2.1 All cars must comply with the following specifications at the commencement of and during each event.

2.2.2 Cars

2.2.2.1 Cars shall have a maximum overall width of 83mm.
2.2.2.2 Cars shall have a maximum height of 40mm measured from the track surface.
2.2.2.3 No part of the car, except braids, tyres and skids shall touch the track when stationary.

2.2.3 Bodies

2.2.3.1 Bodies shall be Commercially Available 1/24th closed road-going touring / saloon, sports or GT semi-scale bodies. (These are generally listed by manufacturers such as DTM bodies.)
2.2.3.2 Bodies must be cut according to the specifications below:
2.2.3.2.1 A maximum height of 40mm, measured from the track surface.
2.2.3.3 Bodies shall be painted or otherwise finished in a presentable manner, with transparent windscreen and windows where applicable. The painted area must comprise at least 95% of the body shell making allowance for clear sections deemed appropriate for the enhancement of scale effect.
2.2.3.4 Bodies shall have cut out or clear wheel arches which at least correspond in position and size with the wheels on the chassis. Not applicable if a wheel decal or painted wheel facsimile are used.

2.2.3.5 Front wheel decals or a reasonable hand drawn/painted facsimile +/- 16 mm in diameter may be applied instead of chassis mounted front wheels. These must correspond to the position of the front wheels as provided on the body shell.
2.2.3.6 Bodies shall have, in the appropriate position, a presentably painted 2 or 3 dimensional driver consisting of the head, shoulders, hands and the upper half of a steering wheel.
2.2.3.7 Bodies shall clearly display two racing numbers, with a minimum height of 6mm, numbers will be issued based on the results of the Open Class from the previous season.

2.2.4 Chassis

2.2.4.1 Chassis must be a Commercially Available stamped or laser cut and formed steel chassis and be homologated by SAMCA for competition.
2.2.4.2 Chassis currently homologated are from the following manufacturers: JK Products, Mossetti Racing and Mid America.
2.2.4.3 No filing, cutting or structural alteration of the chassis is permitted, other than those detailed below.
2.2.4.3.1 Pillow blocks may be braced.
2.2.4.3.2 A gear guard may be added.
2.2.4.3.3 The guide flag mount may be reinforced.
2.2.4.3.4 A motor brace may be added.
2.2.4.3.5 The holes to locate the motor may be filed to facilitate alignment.
2.2.4.3.6 Floating or fixed body pin tubing may be added.
2.2.4.3.7 Skids may be added to the front of the chassis but must conform to the shape and size of the chassis.
2.2.4.4 Weight may be added to the top of the chassis.
2.2.4.5 Magnetic traction aids are not permitted.
2.2.4.6 The original Bite Bar may be substituted with a Bite Bar of a different material, diameter and/or shape.
2.2.4.7 The motor may be soldered to the chassis.
2.2.4.8 Chassis shall not project from the body or be visible when viewed from above. The complete chassis, motor, wheels/braid and flag must be covered by a body shell that complies with 2.2.3.3
2.2.4.9 Rear axle ball bearings are permitted.
2.2.4.10 A motor mounting bracket may be added to accept brushless motors.

2.2.5 Guide

2.2.5.1 The guide shall be made from a plastic, nylon or other non-metallic material.
2.2.5.2 The guide shall present a smooth surface to the slot and have no sharp edges, which could damage the track surface.
2.2.5.3 The guide pivot mounting shall be fixed and centred on the chassis when viewed from the front.
2.2.5.4 The guide shall have a maximum length of 28mm and may penetrate the slot by no more than 6.35mm.
2.2.5.5 The guide shall be fully enclosed by the body used.
2.2.5.6 Weighted guides are not permitted.

2.2.6 Tyres

2.2.6.1 Driving wheels shall be fitted with black tyres made from sponge rubber.
2.2.6.2 If non-driving wheels are fitted, the tyres shall be made from rubber or similar material and must be visible from the sides.

2.2.7 Airdams & Spoilers

2.2.7.1 No additional aerodynamic devices may be fitted.

2.2.8 Motors

2.2.8.1 Only Commercially Available "D" Can motors, as well as sealed Mid America Eagle motors (50K RPM), and 1105 or 1106 12-magnet 4500Kv or lower KV brushless motors from the following manufacturers, are permitted: KC Racing, Parma and DoSlot.
2.2.8.2 Brushless motors from the permitted manufacturers must be marked 4500Kv or lower.
2.2.8.3 When utilizing the “D” Can motors, only manufacturer-tagged “16D” or “S16D” armatures are allowed. These armatures may be hand-wound and have drill blank shafts.
2.2.8.4 Brushes may be shunted, but this applies specifically to the “D” Can Motors.
2.2.8.5 Can and endbell ball bearings may be fitted.
2.2.8.6 With regards to brushless motors the following is allowed:
- 2.2.8.6.1 Removal of the circlip and replacement with a spacer, or leaving it off entirely
- 2.2.8.6.2 Balancing of bells
- 2.2.8.6.3 Shortening of the shaft
- 2.2.8.6.4 Replacing the shaft
- 2.2.8.6.5 Replacing ball-bearings
- 2.2.8.6.6 Shortening or replacing mounting screws

2.2.8.7 With regards to brushless motors the following is NOT allowed:
- 2.2.8.7.1 Replacing the stator with a higher KV stator
- 2.2.8.7.2 Rewinding the stator
- 2.2.8.7.3 Any modification, alteration, or component change not expressly permitted under these rules is prohibited.

2.2.9 ESCs

2.2.9.1 Only Mid America, X89, DoSlot, SBM ESCs are allowed
2.2.9.2 The use of any additional energy storage or power-supplementing devices, including but not limited to capacitors, is strictly prohibited.

SECTION 3

VENUE FACILITIES

3.1 To be considered for a national event, a venue must have the following facilities:

3.1.1 Adequate working space for all competitors.
3.1.2 Sufficient distributed 15-amp electric plugs at the workbenches.
3.1.3 A practice control board.
3.1.4 A record board to reflect the best Qualifying Heat lap total in each class during the event, the number of the Qualifying Heat taking place and the existing Club, Provincial and National records on the track.
3.1.5 A notice board.
3.1.6 A Parc Fermé which makes provision for all entered cars.
3.1.7 A drivers' rostrum which allows sufficient view over the track.
3.1.8 A spectators' stand which makes provision for at least 25 seated persons.
3.1.9 A kitchen or counter where refreshments may be served.
3.1.10 Adequate lighting over the track and at workbenches.
3.1.11 Adequate toilet facilities.
3.1.12 A prominently displayed, suitably coloured, lane change preference and sequence board for Quarter-final, Semi-final and Final lane choices.

SECTION 4

INTER-PROVINCIAL EVENTS

4.1 Inter-provincial events shall be held on a team basis only, the particulars of which shall be agreed by the respective Provincial Associations concerned, using the format decided upon after discussion with the SAMCA Committee, subject to the provisions of the SAMCA Constitution and Rules.

4.2 The organisers of all Provincial and Inter-provincial events shall notify SAMCA in advance of such events and afterwards forward a copy of the results to SAMCA.

SECTION 5

NATIONAL EVENTS

5.1 Grands Prix and Team Races

5.1.1 Three Grands Prix and three Team Races shall be held annually on the dates and tracks decided at the Annual General Meeting or if the meeting so chooses by Postal Vote.
5.1.2 Venues shall be set on a rotational basis to ensure fair distribution among available clubs.

5.2 Cancellation or Postponement

5.2.1 The Committee may cancel or postpone any event, if a club is unable to organise the event, or if 30 days prior to an event the track does not comply with the prescribed specifications, or if 30 days prior to an event any of the prescribed facilities are lacking at the venue.
5.2.2 If fewer than 16 drivers enter 30 days before the event, the Committee will:
5.2.2.1 Reschedule the event to an alternative date;
5.2.2.2 Cancel the event if fewer than 16 drivers register for the new date.
5.2.3 After immediate consultation with all the registered clubs, the Committee may substitute a cancelled event with an alternative event.
5.2.4 On application by the organising club, the Committee may postpone an event to a later date by notice sent to all members not later than 30 days before the date previously fixed for that event.

5.3 Car Classes

5.3.1 Participation shall take place in two car classes namely Sports and Production.
5.3.2 Members may participate in one or both classes at their discretion.

5.4 Driver Class Grading

5.4.1 In each Car Class, participation shall take place in five classes, namely Pro, Expert, Amateur, a Junior class for Junior members and an Open Class in which all competitors shall compete.
5.4.2 **Junior, Amateur, and Expert Class grading** shall be determined by the Member's respective club in accordance with these Rules and Regulations.
5.4.3 The grading is communicated by the respective club committee's secretary to SAMCA.

5.4.4 When grading Expert and Amateur each member, consideration should be given to the following:

5.4.4.1 Club-level performance:
5.4.4.1.1 The member's position in relation to other member's positions at club level.
5.4.4.2 National Grand Prix performance:
5.4.4.2.1 The member's ability to perform and reflect their skills at a national Grand Prix, and
5.4.4.2.2 The member position in relation to other member's position at national Grand Prix's
5.4.4.3 Car performance:
5.4.4.3.1 The performance and reliability of the member's car/s at club-level as well as at a national Grand Prix. i.e. member's inability to complete races on a regular basis

5.4.5 **Pro Class grading shall be determined at national level** and shall not be subject to club-level grading.
5.4.6 Pro Class shall consist of a maximum of **eight (8) drivers**.
5.4.7 The **top eight (8) drivers** based on the final **Open Class Championship standings** shall qualify as Pro Class drivers for the following season.
5.4.8 Notwithstanding Rule 5.4.7, the **winner of the Expert Class Championship** shall automatically qualify for Pro Class for the following season, irrespective of their final Open Class Championship position.
5.4.9 Where the automatic promotion of the Expert Class Champion results in more than eight (8) qualifying drivers, the **lowest-placed driver in the Open Class Championship standings** shall be excluded in order to maintain the maximum Pro Class limit.
5.4.10 Once confirmed, a driver's Class status shall remain unchanged for the duration of the racing season. **No mid-season promotion or relegation shall be permitted.**
5.4.11 Any member not a member of an Affiliated Club will be graded by the SAMCA Committee based on the following criteria:
5.4.11.1 National Grand Prix performance:
5.4.11.1.1 The member's ability to perform and reflect their skills at a national Grand Prix, and
5.4.11.1.2 The member position in relation to other member's position at national Grand Prix's
5.4.11.2 Car performance:
5.4.11.2.1 The performance and reliability of the member's car/s at a national Grand Prix.
5.4.11.3 Recommendations:
5.4.11.3.1 Recommendation by the member to which class they would be most appropriate for, and
5.4.11.3.2 recommendations by other members that have seen the skill and experience of the member.

5.5 Entries & Entry Fees

5.5.1 Only entries from members of the Association shall be accepted.
5.5.2 All members entering a national Grand Prix shall pay an entry fee or R60.00 per Car Class entered, except Junior Members who shall pay R30.00 per Car Class entered.
5.5.3 An entry fee of R60.00 shall be payable by each team entering a national Team Race.
5.5.4 The host club at a national event shall be awarded 10 percent of the total entry fees.

5.6 Race Program

5.6.1 The club organizing an event shall send to the Committee not later than 30 days prior to the date of that event, a race program for circulation, covering at least:
- 5.6.1.1 Unofficial practice.
- 5.6.1.2 Official practice.
- 5.6.1.3 Scrutineering.
- 5.6.1.4 Track cleaning.
- 5.6.1.5 Drivers briefing.
- 5.6.1.6 Commencement of races per class.
- 5.6.1.7 Arrangements regarding accommodation and refreshments.

5.7 Points

5.7.1 Points will be awarded to the competitors at each national Grand Prix in each class from 1st to 19th place as follows: 35, 30, 26, 23, 21, 19, 17, 15, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3 and all other competitors shall be awarded 2 points each.

5.7.2 A bonus point will be awarded for any non-host club member that wins a class.

5.7.3 The best two points scored from the national Grands Prix will be taken into consideration to determine each competitor's final position in each Driver Class Championship.

5.7.4 The best two points scored from the national Grands Prix in the Open Class will be taken into consideration to determine each competitor's final position in the South African Championship for each Car Class.

5.7.5 The points scored by competitors in the Open Class in both Car Classes, from all national events shall be totalled for each club to determine its position in the Club Championship.

5.8 Awards

5.8.1 The Committee shall award, suitably inscribed pennant cards bearing the Association's badge and having two swallow-tailed 40mm wide ribbons affixed, coloured 1st - Dark Blue, 2nd - Red, 3rd - Green, 4th - Light Blue, 5th - Orange, 6th - Yellow:
- 5.8.1.1 At each national Grand Prix to those competitors who have been placed 1st to 6th in each class.
- 5.8.1.2 At the last national Grand Prix of the year to those competitors who have been placed 1st to 6th in each Class Championship.
- 5.8.1.3 At each national Team Race to the members of the teams that have been placed 1st to 3rd.

5.8.2 At each national Grand Prix, a suitably inscribed pennant card with ribbons shall be awarded to the competitor who, in the opinion of the immediate past winner or the Clerk of the Course, or by using a voting system whereby all competitors cast one vote, was the most outstanding or consistently good marshal.

5.8.3 At a national Grand Prix, a suitably inscribed pennant card with ribbons shall be awarded to any member who after that Grand Prix has attended any multiple of ten Grands Prix.

5.8.4 At the last national Grand Prix of the year, medals will be awarded to those competitors who have been placed 1st to 3rd in the Open Class of each Car Class Championship.

5.8.5 At the last national Grand Prix of the year a suitably inscribed pennant card with ribbons shall be awarded to the highest place Junior Member in the Open Class of each Car Class.

5.8.6 The title of South African OG12 Champion will be bestowed on the winner of the Open Class in the OG12 class.

5.8.7 The title of South African Production Champion will be bestowed on the winner of the Open Class in the Production class.
5.8.8 The title of Champion Club of the year will be bestowed on the winner of the Club Championship.

5.9 Records

5.9.1 The South African Records on each track may only be those set up during the Qualifying of a national Grand Prix. During a national Grand Prix, only a record standing at the end of all the Qualifying Rounds shall be acknowledged. A South African Record shall be acknowledged by the Committee in the form of a certificate.

5.10 Stewards

5.10.1 At each event the Committee shall appoint a panel of Stewards consisting of three responsible senior members of the Association from different clubs. One of the Stewards shall be designated by the Committee as Chief Steward and shall act as the panel's mouthpiece in all matters.
5.10.2 Each car entered for an event shall be scrutineered by the Stewards and each car shall be signed, numbered and dated by them on the underside of the chassis.
5.10.3 The panel of Stewards shall also act as judges during the event and any decision made by this panel shall be regarded as final and binding for that event.
5.10.4 The Stewards may at their discretion check any car before, during or after a race to ensure its compliance with the car specifications.
5.10.5 Motors of winning cars shall be subject to compulsory non-destructive testing, using a method and on cars determined by the Committee.

5.11 Race Control

5.11.1 A Race Control Team shall preside over each event, consisting of a Race Director appointed by the Committee, two Race Controllers appointed by the host club and two members of the Committee who shall act as Clerk of the Course and Secretary of the Event.
5.11.2 The members on Race Control shall be responsible for the monitoring and supervising of each race including the operation of the lap counter system, the handling of the start and finish or section thereof, ensuring that all drivers and marshals abide by the rules and for reporting infringements of the rules to the Stewards.
5.11.3 The Clerk of the Course assisted by the Secretary of the Event shall have overall responsibility for the event activities including making sure the event runs smoothly and timeously. The Secretary of the Event shall also be responsible for the preparation and completion of all race forms.
5.11.4 During each race two members of the Race Control Team must be present on Race Control and at least one must be either the Race Director or a Race Controller.
5.11.5 At each lane change during a race, Race Control shall record the completed laps for each driver whereas at the end of a race the completed laps together with the lap percentage of the current lap shall be recorded.
5.11.6 Two Paddock Marshals shall be appointed by the Committee to control the Parc Fermé and the security of the cars therein, to place the cars on the track before the start of a race and be responsible for the retrieval of the cars at the end of a race.
5.11.7 The names of the persons on Race Control during each race shall be recorded on the race forms.

SECTION 5: National Events

5.12 Parc Fermé

5.12.1 After scrutineering, all cars will be impounded into Parc Fermé.
5.12.2 After each Qualifying Heat cars will be taken back into Parc Fermé. Drivers may remove their cars only after two races from their last race. Drivers must ensure that their cars are placed back into Parc Fermé two heats before their next heat.
5.12.3 After the Qualifying Rounds, all Quarter-finalists will be given 15 minutes to prepare and place their cars into Parc Fermé.
5.12.4 After the Quarter-finals, all Open Semi-finalists will be given 15 minutes to prepare and place their cars into Parc Fermé.
5.12.5 Cars from Open Semi-final 1 will be taken back into Parc Fermé until the end of Open Semi-final 2.
5.12.6 The use of Parc Fermé for the Pro, Expert and Amateur class races and the finals will be determined by the Clerk of the Course on the day of the event taking into consideration the number of competitors and time available.
5.12.7 During a race run in a Round Robin Format, a car that is not racing during a section ("on deck") shall be impounded in Parc Fermé, and no work may be carried out on it until its next lane change onto an active lane. Race Control shall record the car's position at the end of its previous section so that it can be correctly repositioned when it returns to the track.

5.13 Results

5.13.1 The Committee shall send the results of a national event to all Registered Members, Honorary Life Members, Honorary Officers and Temporary Members by email within one week of that event.
5.13.2 All control sheets for each event shall be kept in a separate file together with the results and updated current points position, as a permanent record.

5.14 Practice

5.14.1 Adequate practice shall be given to visiting drivers prior to any event. Visiting drivers shall receive preference at practice, and no host club member may participate in any official practice session, unless open lanes exist, and no visiting driver is in any way precluded.
5.14.2 Official practice will consist of a minimum of 12 hours on the day preceding an event, a maximum of 2 hours on the morning of each day of an event and a maximum of 2 hours, if time is available, after the event on the first day.
5.14.3 The host club irrespective of the number of entrants will control official practice.
5.14.4 Unofficial practice shall be limited to a maximum of 12 hours on the day preceding official practice only.
5.14.5 The practice board shall be controlled by the competitors. Competitors shall remove their names from the practice board on completion of their practice session.
5.14.6 Competitors participating in official practice shall marshal the practice session immediately following their own. Race Control shall manage the process, including the collection and return of cars, and shall ensure that all marshalling positions are filled.

5.14.7 A competitor who fails to complete their practice marshalling duty shall forfeit their next two practice sessions, unless an approved stand-in has been arranged and Race Control has been notified.

5.15 Track Preparation

5.15.1 The tapes, apart from self-cleaning magnetic braid, shall be cleaned, at least, before the start of every fourth race, or at the beginning of each class. Self-cleaning magnetic braid shall be cleaned once, each morning of an event before the activities starts.
5.15.2 The Clerk of the Course shall monitor the condition of the tapes and recommend more frequent cleaning should this become necessary.
5.15.3 Any increase in cleaning shall be applied consistently during the whole event.
5.15.4 For an event the track shall be completely cleaned, “Gooped” and run-in prior to the start of unofficial practice as defined in the official race program.

5.16 Race Format

5.16.1 Single lane qualifying

5.16.1.1 A 1-minute qualifying run on a centre lane (chosen by the Clerk of the Course) determines the initial draw of the quarter-finals.
5.16.1.2 The order of qualifying is organized alphabetically by surname on day 1 and in reverse order on day 2.
5.16.1.3 Each competitor has three opportunities to qualify, with the first round completed before the second and third rounds take place.
5.16.1.4 The highest lap score of a competitor shall determine their position in their class and Open Class. In the event of a tie each subsequent highest lap score shall be used to resolve the tie.
5.16.1.5 The fastest qualifier during the Qualifying shall qualify for Open Class Semi-final 2.
5.16.1.6 The second fastest qualifier during the Qualifying shall qualify for Open Class Semi-final 1.
5.16.1.7 The fastest qualifier in each Driver Class during the Qualifying shall qualify for the Final in that class.

5.16.2 Quarter-finals

5.16.2.1 On a 4-lane track, all competitors placed 4th and above in the Qualifying Rounds shall compete in four 4 x 2-minute Open Class Quarter-finals. Drivers will be assigned to Quarter-finals based on their placement in the Qualifying Rounds, with positions closer to 4th assigned to later Quarter-finals. If necessary to accommodate the number of competitors, a Round Robin Format may be used.
5.16.2.2 On a 6-lane track, all competitors placed 4th and above in the Qualifying Rounds shall compete in four 6 x 2-minute Open Class Quarter-finals. Drivers will be assigned to Quarter-finals based on their placement in the Qualifying Rounds, with positions closer to 4th assigned to later Quarter-finals. If necessary to accommodate the number of competitors, a Round Robin Format may be used.

5.16.2.3 In the event of a tie each competitor's highest score in the Qualifying Rounds shall be used to resolve the tie.

5.16.2.4 All Quarter-finals will be run before any Semi-finals.

5.16.3 Semi-finals

5.16.3.1 On a 4 lane track, the competitors placed 3rd, 6th and 9th from the Open Class Quarter-finals, as well as the 3rd fastest qualifier from the Qualifying Rounds, shall compete in a 4 x 3 minutes Open Class Semi-final 1.

5.16.3.2 On a 4 lane track, the competitors placed 2nd, 5th and 8th from the Open Class Quarter-finals, as well as the 2nd fastest qualifier from the Qualifying Rounds, shall compete in a 4 x 3 minutes Open Class Semi-final 2.

5.16.3.3 On a 4 lane track, the competitors placed 1st, 4th and 7th from the Open Class Quarter-finals, as well as the fastest qualifier from the Qualifying Rounds, shall compete in a 4 x 3 minutes Open Class Semi-final 3.

5.16.3.4 On a 6 lane track, competitors placed 3rd, 6th, 9th, 12th and 15th from the Open Class Quarter-finals, as well as the 3rd fastest qualifier from the Qualifying Rounds, shall compete in a 6 x 2 minutes Open Class Semi-final 1.

5.16.3.5 On a 6 lane track, competitors placed 2nd, 5th, 8th, 11th and 14th from the Open Class Quarter-finals, as well as the 2nd fastest qualifier from the Qualifying Rounds, shall compete in a 6 x 2 minutes Open Class Semi-final 2.

5.16.3.6 On a 6 lane track, competitors placed 1st, 4th, 7th, 10th and 13th from the Open Class Quarter-finals, as well as the fastest qualifier from the Qualifying Rounds, shall compete in a 6 x 2 minutes Open Class Semi-final 3.

5.16.3.7 On a 4-lane track, for each Driver Class, apart from the top qualifier in that class, all competitors placed 2nd and above in the Qualifying Rounds shall compete in 4 x 3-minute Semi-finals. Competitors will be assigned to Semi-finals based on their Qualifying Round positions, with positions 2nd – 5th competing in the last Semi-final, positions 6th – 9th in the second last Semi-final, and so on.

5.16.3.8 On a 6-lane track, for each Driver Class, apart from the top qualifier in that class, all competitors placed 2nd and above in the Qualifying Rounds shall compete in 6 x 2-minute Semi-finals. Competitors will be assigned to Semi-finals based on their Qualifying Round positions, with positions 2nd – 7th competing in the last Semi-final, positions 8th – 13th in the second last Semi-final, and so on.

5.16.3.9 In the first semi-finals, for each Driver Class, where empty lanes occur those competitors may be moved to the following race and a Round Robin Format used for that race.

5.16.3.10 In the event of a tie each competitor's highest score in the Qualifying Rounds shall be used to resolve the tie.

5.16.3.11 Semi-finals will be raced in the following order: Open Class Semi-finals, Amateur Semi-finals, Expert Semi-finals, Pro Semi-finals.

5.16.4 Finals

5.16.4.1 On a 4 lane track, the top 4 drivers from the Open Semi-finals shall compete in a 4 x 3 minute Open Final.

5.16.4.2 On a 6 lane track, the top 6 drivers from the Open Semi-finals shall compete in a 6 x 3 minute Open Final.

5.16.4.3 On a 4 lane track, for each Driver Class, the top 3 drivers from the Semi-finals, as well as the fastest qualifier from the Qualifying Rounds in each respective class, shall compete in a 4 x 3 minute Class Final.

5.16.4.4 On a 6 lane track, for each Driver Class, the top 5 drivers from the Semi-finals, as well as the fastest qualifier from the Qualifying Rounds in each respective class, shall compete in a 6 x 3 minute Class Final.

5.16.4.5 In the event of a tie each competitor's highest score in the Qualifying Rounds shall be used to resolve the tie.

5.16.4.6 All Finals will be raced after all the Semi-finals are completed and in the following order: Junior Final, Expert Final, Pro Final, Amateur Final, Open Final.

5.16.4.7 The competitors in each Final shall have choice of starting lane in the order they are placed after the Semi-finals.

5.16.4.8 A timed two minute warm up shall be held before each Final allowing only competitors qualifying for that Final to drive in.

SECTION 6

NATIONAL TEAM EVENTS

6.1 General

6.1.1 Three national Two Hour Team races shall be held annually, raced on a team basis only. The class of car to be raced will be Production and shall conform to the car specification rules for Production.

6.1.2 Entries for national Team races should be submitted to SAMCA four weeks prior to such events in writing.

6.1.3 The SAMCA committee has the option to cancel such events should there be less than four entries. Clubs will be notified of such a cancellation at least three weeks prior to the scheduled date of the event.

6.1.4 Each team shall compete on all lanes, the starting lanes of which shall be determined by a draw.

6.1.5 The team that completes the highest number of laps in the specified time shall be the winner.

6.1.6 If number of entries accepted exceeds the number of lanes available the Clerk of the Course shall decide either to run the race using a Round Robin Format or to run Qualifying Heats for the race.

6.1.7 Each team may only enter one car. In the event of crash damage or breakdowns, the affected components may only be changed during race time or a lane change.

6.1.8 Each team shall be permitted the use of two bodies, which may be freely interchanged, subject to the condition that the two body shells shall be identical in shape, type and appearance.

6.2 Teams

6.2.1 Each team shall consist of two to six drivers.

6.2.1.1 Club teams: At least 66% of the team shall consist of members from one affiliated club and a maximum of 33% from members from other affiliated clubs.

6.2.1.2 Provincial Teams: Teams that do not comply with the requirements of club teams but still comprise of members from affiliated clubs within the same province.

6.2.1.3 Independent Teams: Teams that do not comply with the requirements for club and provincial teams, but still comprise of registered members.

6.2.1.4 Entries from provincial teams or club second teams will only by accepted if there is a vacant lane available after club first team entries have been considered.

6.2.1.5 Entries from Independent teams will only be accepted if there is a vacant lane available after club and provincial team entries have been considered.

SECTION 6: National Team Events

6.3 Qualifying

6.3.1 In the case of provincial or club second teams being accepted, club first teams shall automatically qualify and qualifying heats shall only be held for the provincial and club second teams. In the case of Independent teams being accepted, club and Provincial teams shall automatically qualify and qualifying heats shall only be held for the independent teams.

6.3.2 The Qualifying Heats shall be decided by each team driving 10 minutes on each lane in the case of 4 lane tracks, 10 minutes on 4 lanes in the case of 6 lane tracks and 10 minutes on alternate lanes in the case of 8 lane tracks. The Qualifying Heats shall be determined by draw in such a way that more or less an equal number of teams compete in each Heat.

6.3.3 No less than two or more than four members of a team may drive in the Qualifying Heats. Each member of a team that drives shall drive for an equal period.

6.3.4 Those teams, which complete the highest numbers of laps, shall qualify for the Team race.

6.3.5 A team must use the same car entered for the Qualifying Heats, in the Team race.

6.3.6 The Qualifying Heats and the Team Race shall be treated as two separate events.

6.4 Driving Times and Lane Changes

6.4.1 Minimum driving time:
2 drivers per team, 45 minutes per driver.
3 drivers per team, 30 minutes per driver.
4 drivers per team, 25 minutes per driver.
5 drivers per team, 18 minutes per driver.
6 drivers per team, 15 minutes per driver.

6.4.2 Driver changes must be reported to Race Control two minutes before such change.

6.4.3 The race control officials shall record on the race forms the number of laps completed for each team at each 30 minute mark and/or at each lane change.

SECTION 7

GENERAL RACING RULES

7.1 Lane Stickers

7.1.1 Lane stickers shall be provided by the host club, matching the lane colours of the track. Only one approved lane sticker shall be placed at the front centre of a car at an angle, where applicable, to any other coloured lines or marks or patterns, so as to be clearly visible to a marshal.

7.1.2 The lane stickers shall be made of adhesive PVC tape and have a white background with minimum dimensions 24mm x 12mm. The lane colour tape shall also be made of adhesive PVC tape with minimum dimensions 9mm x 12mm and placed centrally across the background.

7.2 Start of Races

7.2.1 The start of all races shall be signalled by a sound, preceded by a verbal warning and a delay of between three and five seconds duration. The warning light shall be switched on simultaneously with the verbal warning and switched off simultaneously with the starting signal, at which time the timing device shall be started.

7.2.2 From the time of being called for the start of a race, drivers shall have a maximum of one minute to bring their cars to the Starting Line.

7.3 False Starts

7.3.1 Any driver whose car interferes with another between the Starting Line and the False Start Line at the start of a race shall cause the race to be restarted with the offending car starting from the Penalty Starting Line.

7.3.2 Any penalty in terms of the above rule shall remain in effect for any subsequent restarts of that race, but not in the case of a rerun.

7.3.3 For each start of a race, the False-Start-Marshal shall call either “Clear” or “False Start” and this marshal’s decision shall be final.

7.4 Lane Change

7.4.1 Competitors will be allowed 60 seconds for a lane change.

7.4.2 Drivers are responsible for their own lane change and to ensure that their car is placed on the correct lane with the correct colour lane sticker firmly applied, nevertheless a marshal or on request a fellow competitor may change their car.

7.4.3 Work on a car is permitted during a lane change.

7.5 Track & Counter Faults

7.5.1 A Track-Fault will be deemed to exist if the condition of the track or race conditions prevent any car from completing a normal lap.

7.5.2 A Counter-Fault will be deemed to exist if there is a failure of a counter to record a normal lap.

7.5.3 A Counter-System-Fault will be deemed to exist if the entire counter system is not operating.

7.5.4 If a Track-fault, Counter-fault or Counter-system-fault is suspected, the Race Controller shall switch off the power to the track. If the Race Director so determines that there was a fault and that any driver has been unfairly affected and that it cannot be rectified by adjusting the laps, the Race Director shall recommend to the Stewards that the race should be Rerun or Recommenced as the case may be. The Stewards, after reviewing all the facts, shall decide to either continue the race, Recommence the race or have a Rerun of the race. The decision made by the Stewards shall be final.

7.6 Unrecoverable Car

7.6.1 An Unrecoverable Car shall be any car that cannot be recovered by any marshal or a car coming to rest under a bridge or a car on the floor.

7.7 Track Call

7.7.1 A Track Call shall be called by shouting “TRACK!”.

7.7.2 No person may call a Track Call apart from Race Control, a driver or a marshal and then only in the following circumstances:

7.7.2.1 Race Control may call a Track Call if:

- 7.7.2.1.1 they deem that a driver or drivers are being unfairly prejudiced by a marshal who is battling to handle a multiple car incident,
- 7.7.2.1.2 a car de-slots onto a lane that is not its own and occupied by another car,
- 7.7.2.1.3 they suspect that a fault on the track is preventing a car from completing a normal lap,
- 7.7.2.1.4 a car de-slots on the main straight and stops more than 2 meters from a marshal,
- 7.7.2.1.5 a car flies across the lap counter,
- 7.7.2.1.6 a car crosses the lap counter on another lane,
- 7.7.2.1.7 a car cannot be recovered,
- 7.7.2.1.8 a car comes to rest under a bridge,
- 7.7.2.1.9 a car lands on the floor.

7.7.2.2 A driver may only call a Track Call if:

- 7.7.2.2.1 their car de-slots onto a lane occupied by another car,
- 7.7.2.2.2 they suspect that a fault on the track is preventing their car from completing a normal lap,
- 7.7.2.2.3 their car de-slots on the main straight and stops more than 2 meters from a marshal,
- 7.7.2.2.4 their car flies across the lap counter,
- 7.7.2.2.5 their car crosses the lap counter on another lane,
- 7.7.2.2.6 their car cannot be recovered,
- 7.7.2.2.7 their car comes to rest under a bridge,
- 7.7.2.2.8 their car lands on the floor.

7.7.2.3 A marshal may only call a Track Call if:

- 7.7.2.3.1 a car flies across the lap counter,

7.7.2.3.2 a car crosses the lap counter on another lane,
7.7.2.3.3 a car cannot be recovered,
7.7.2.3.4 a car comes to rest under a bridge,
7.7.2.3.5 a car lands on the floor,
7.7.2.3.6 a car possibly missed the counting of a lap.

7.7.3 After a Track Call due to a car flying across the lap counter area during a crash or a car crossing the lap counter area in a lane not its own and there is doubt as to if a car recorded that lap, the car in question shall, before the power is put on, be placed before the lap counters, unless the driver so decides not to move the car back.

7.7.4 In the event of a Track Call, Race Control shall cut the power to the track by use of the pause key. The race will be re-started on the command "3, 2, 1, GO." by the Race Controller.

7.7.5 A driver will be penalised in terms of section 8 of the rules if they are found to have abused the Track Call.

7.8 Reruns

7.8.1 If during Qualifying or first section of a Quarter-final, Semi-final or Final or before the first recording of laps in a Team race, a Track-fault, Counter-fault or Counter-system-fault is suspected, the Race Controller shall switch off the power to the track. If the Race Director so determines that there was a fault and that any driver has been unfairly affected and that it cannot be rectified by adjusting the laps, the Race Director shall recommend to the Stewards that the race should be Rerun. The Stewards, after reviewing all the facts, shall decide to either continue the race or Rerun the race. The decision made by the Stewards shall be final.

7.8.2 Where a fault is found after a race has concluded or at a point in the race well after the fault occurred and Race Control cannot fairly rectify the problem the Race Director shall recommend to the Stewards that the whole race should be Rerun. The Stewards, after reviewing all the facts, shall decide to either Rerun the race or let the result stand. The decision made by the Stewards shall be final.

7.8.3 Where a decision is made to Rerun a race that was fully concluded, participants may elect to retain their original distance, in which case they will not participate in the Rerun. Anybody participating in the Rerun will not be able to claim any distance covered in the original race.

7.9 Recommencements

7.9.1 If during subsequent sections, after the first section of a Quarter-final, Semi-final, Final or Team race, a Track-fault, a Counter-fault or a Counter-system-fault is suspected the Race Controller shall switch off the power to the track. If the Race Director so determines that there was a fault and that any driver has been unfairly affected and that it cannot be rectified by adjusting the laps, the Race Director shall recommend to the Stewards that the race should be Recommenced from the beginning of that section or in the case of a Team race from the last recording of laps. The Stewards, after reviewing all the facts, shall decide to either continue the race or Recommence the race. The decision made by the Stewards shall be final.

7.9.2 In the case of a Recommencement of a section of a race, cars shall start from positions on the track as close as possible to where they originally started that section from.

SECTION 7: General Racing Rules

7.10 Restarts

7.10.1 A race may only be restarted if a False Start is called by the False Start Marshal.

7.11 Marshalling

7.11.1 All drivers must be available to marshal at least the following two races after the race in which they have just competed. No marshal may make any adjustments to a car unless requested by the driver or unless obviously necessary and then only if it does not interfere with their marshalling duties.

7.11.2 Whenever a marshal replaces a car it must be replaced as near as possible to the point at which it deslotted.

7.11.3 Marshals shall ensure that cars, which become deslotted, are removed out of the way of approaching cars. If this cannot be done in time and other cars become deslotted, the latter should be replaced first in the order of deslotting if there is more than one; but if a car becomes deslotted and other cars become deslotted just after, without hitting the first deslotted car, this first car must be replaced first. If one car deslots another and it is deslotted, it must be replaced last. In a corner if it is impossible to determine which car was responsible for an accident, the car on the outer lane should be replaced first.

7.11.4 The Stewards appointed for an event may be approached to request the changing of a marshal, or they may do so of their own volition.

7.11.5 Any marshal who repeatedly fails to marshal cars according to Rule 7.11.3 or 7.11.4 or unfairly penalizes a competitor shall be issued with an Official Warning by the Race Director or a Final Official Warning if it is that competitors second warning of the day.

7.11.6 Any competitor who does not marshal when required and fails to provide a substitute shall be issued with an Official Warning by the Race Director or a Final Official Warning if it is that competitors second warning of the day.

7.11.7 On the occurrence of a third marshalling offence and the Official Warnings were issued to the competitor, they shall:

7.11.7.1 If this occurs during the Qualifying Rounds, have their best attempt at the end of the rounds forfeited.

7.11.7.2 If this occurs during the Quarter-finals, Semi-finals or Finals, have five laps deducted from the last race they competed in or if they have not yet competed in a race after the Qualifying rounds, have five laps deducted from their next race.

7.11.8 On the occurrence of a fourth marshalling offence and the Official Warnings were issued to the competitor, they shall:

7.11.8.1 If this occurs during the Qualifying Rounds, have their second best heat at the end of the heats forfeited.

7.11.8.2 If this occurs during the Quarter-finals, Semi-finals or Finals, be given zero laps for the last race they competed in or if they have not yet competed in a race after the Qualifying Rounds, not be allowed to compete in their next race.

7.11.9 No marshalling incident can cause a race to be Recommenced or Rerun unless the Stewards can ascertain that a marshal purposely mishandled a car or that there was gross negligence on the part of the marshal.

SECTION 7: General Racing Rules

7.12 Repairs

7.12.1 Repairs to a car may be permitted prior to the Restart of a race at the discretion of Race Control who shall set a time limit which shall be no longer than 15 minutes.

7.12.2 In the case of a Rerun a competitor may use another of their entered cars, but in the case of a Restart a competitor may only use another car if authority is granted by a Steward and then only if the first car has been damaged beyond repair.

7.12.3 No repairs, except by a decision of the Stewards, may be permitted to a car prior to the Recommencement of any race.

7.12.4 A car which loses a rear wheel or tyre during a race or which drags on the track or which slews, shall be removed and repaired before it may continue that race.

7.12.5 No repairs may be carried out by a marshal during any race while the power to the track is on. If a car requires repairing, marshals must, without deserting their post, pass the car to a competitor not involved with that race.

7.12.6 Work on a car is not permitted during a Track Call except in the case of a car falling on the floor, when a driver will be permitted to reset their braids, tyres and body before the race is continued.

7.13 General

7.13.1 In all cases where there is a suspected Track-fault, Counter-fault, Counter-system-fault Rerun, Recommencement or Restart, drivers must continue racing until the Race Controller cuts the power to the track.

SECTION 8

INFRINGEMENTS AND PENALTIES

8.1 Disqualification

Any infringement of the following rules could lead to the disqualification of a competitor or team from a particular race, after a decision reached by consultation of all the Stewards:

8.1.1 No marshal, competitor, or driver may deliberately obstruct any driver or car.
8.1.2 No driver, whose car does not have a lead over another car before a corner, may drive into that corner in such a way as to obstruct that car. Such action will, on its first occurrence, result in an Official warning issued by Race Control and any subsequent warning will cause the competitor to be disqualified.
8.1.3 No driver may stop their car except in the permitted stopping area or when avoiding an accident.
8.1.4 No driver may handle their car during a race while the track power is on without prior consent from Race Control.
8.1.5 No car may be worked on during a Track Call except where otherwise allowed in these rules.
8.1.6 No driver whose car loses a rear wheel or tyre or which has a body become detached or partly detached during a Qualifying Heat may continue driving in that Qualifying Heat if the car is repaired.
8.1.7 No driver may leave the driver's rostrum during a race while the track power is on. If a driver wishes to retire during a Quarter-final, Semi-final or Final, the driver may only leave the rostrum during a lane change. During a Team Race a driver may only leave the drivers rostrum after consent is sought and granted by Race Control.
8.1.8 No driver may criticise any other driver, competitor, marshal, Steward or member of the Race Control team during a race.
8.1.9 No driver may unfairly distract any other driver by talking, shouting, moving or by any other means.
8.1.10 No competitor or team may use a car, which, after scrutiny, is found to be not in compliance with the car specifications.
8.1.11 No competitor or team may use an unscrutineered car or use more than one car during a particular race or use a car entered by another competitor or team.
8.1.12 No member of a team during a Team Race may drive less than the minimum driving time.
8.1.13 No driver may be permitted to use any substance on their car's tyres or braids which is injurious to the track surface or which is wet when placed on the track.
8.1.14 No driver may use any external power source, which enhances the track power.

8.2 Other Penalties

8.2.1 Any competitor or team failing to comply with the instructions of Race Control or the Stewards may be disqualified from a particular race or the whole event.
8.2.2 Any competitor, marshal, Steward or other Official causing verbal interchange or heated debate during an event or failing repeatedly to comply with an Official Warning or decision shall be guilty of unbecoming conduct for the purposes of Section 11 (Conduct) in the Constitution.

8.2.3 Repeated suspension of a member under Section 11 (Conduct) of the Constitution could result in a member being struck from the membership roll and declined entry to all events under the auspices of the Association for a period of not less than two years.

8.2.4 A driver who in the opinion of the Stewards abuses a Track Call will be penalized two laps in the race which the abuse took place.

SECTION 9

PROTESTS

9.1 A competitor or team wishing to lodge a protest must inform the Stewards verbally immediately or at the latest at the end of their Qualifying, section of a Quarter-final, Semi-final or Final as the case may be or at the next lane change during a Team Race.

9.2 The Stewards shall decide whether to suspend the race and hear the protest or let the race end, and then hear the protest. The protest shall be lodged within five minutes of the suspension of the race, on the prescribed form and accompanied by the prescribed fee.

9.3 The event shall be suspended while a protest hearing is in progress. A panel of not less than three Stewards shall be convened and if one or more of the Stewards is directly involved in the protest, the remaining Steward(s) shall co-opt one or more experienced competitors to deliberate the protest.

9.4 Wherever possible a member of the Committee shall be present to ensure that the protest is properly conducted and recorded failing which the Chief Steward shall have this responsibility.

9.5 After the completed protest form has been lodged the accused competitor, where applicable, shall be informed of the protest by the Stewards and shall be given the opportunity to state their case.

9.6 Once the Stewards have collected all the necessary evidence they shall confer privately in order to arrive at a decision.

9.7 A fee of R100 shall be payable for each protest lodged and should the protest not be upheld the fee shall accrue to the Association.

9.8 The protest form on which the Stewards' decision is endorsed shall be kept together with the other race forms.